

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III**

**1650 Arch Street
Philadelphia, Pennsylvania 19103**

NOV 24 1999

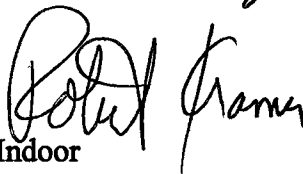
SUBJECT: Technical Support Document for Adequacy Determination for the Motor Vehicle Emissions Budgets in the Phase II Ozone Attainment Plan for the Pennsylvania Portion of the Philadelphia-Wilmington-Trenton Ozone Nonattainment Area

FROM: Larry Budney (3AP23)



TO: File

THRU: Robert Kramer, Chief
Energy, Radiation and Indoor
Environment Branch (3AP23)



1.0 The Purposes of this Document

The purpose of this document is to review the **Motor Vehicle Emission Budgets (MVEBs)** contained in the submitted State Implementation Plan (SIP) for ozone attainment and determine whether or not they are "adequate". To be adequate, MVEBs must be consistent with and not interfere with attainment of the one hour National Ambient Air Quality Standard (NAAQS) for ozone.

2.0 What MVEBs were Identified in the Attainment Demonstration SIP Revision for the Pennsylvania Portion of the Philadelphia-Wilmington-Trenton Ozone Nonattainment Area?

On April 30, 1998, the Pennsylvania Department of Environmental Protection (DEP) submitted an attainment demonstration SIP revision for the Pennsylvania Portion of the Philadelphia-Wilmington-Trenton Ozone Nonattainment Area. The SIP revision contains the MVEBs for volatile organic compounds (VOC) and Oxides of Nitrogen (NOx) for the year 2005:

VOC: 64 tons/day

NOx: 93 tons/day

3.0 What are MVEB's?

The MVEB is the on-road mobile source component of the total emissions of VOC and NO_x documented in the attainment demonstration.

4.0 What is an Adequate MVEB?

When combined with emissions from large industrial sources and smaller area wide emissions, MVEBs must be consistent with and support the attainment demonstration. The adequacy criteria are found in the Transportation Conformity Rule, 40 CFR Part 93, Section §93.118(e)(4) and includes the following:

- a. The SIP containing the MVEB must have been endorsed by the Governor (or designee) and have been subject to a public hearing;
- b. Prior to the SIP being submitted to the EPA, federal, State and local agencies must have consulted with one another on the MVEB and full documentation must be provided to EPA and any EPA stated concerns must be addressed;
- c. The MVEB must be clearly identified and precisely quantified in the SIP;
- d. The MVEBs, when considered together with all other emissions sources, must be consistent with requirements for attainment;¹ and
- e. The MVEBs must be consistent with and clearly related to the emissions inventory and the control measures in the submitted SIP.

Under Section 93.118(e)(5) of the Transportation Conformity Rule we must review the State's compilation of public comments and response to these comments as part of our adequacy review.

If the above criteria are met, the MVEBs are considered adequate and can be used in the preparation of the Long Range Transportation Plan (LRP) and the five-year Transportation Improvement Program (TIP).

5.0 Are the submitted MVEBs adequate?

No. See Table 1 at the end of this document.

¹ Criterion "d." is phrased in context of an attainment demonstration. Rate-of-progress and maintenance plan SIPs each have a slightly different criterion which is not consistency with attainment but consistency with rate-of-progress towards attainment and maintenance, respectively.

6.0 Adequacy Evaluation: Specific Issues Needing Resolution

6.1 Have all the current Federally promulgated mobile source control measures been incorporated into the SIP revision budget?

No. Neither the National Low Emission Vehicle (NLEV) program nor Heavy Duty Diesel Vehicle (HDV) 2 gm standard program are incorporated into the MVEBs needed for 2005.

6.2 Are the motor vehicle emissions budget(s), when considered together with all other emissions sources consistent with applicable requirements for attainment?

No. The SIP revision does not provide sufficient emission reductions to demonstrate attainment. Rather, the SIP revision relies upon a weight of evidence argument that NO_x SIP Call emission reductions, when combined with the reductions documented in the SIP revision, demonstrate attainment.

7.0 What Does Pennsylvania Need to Do to Develop Adequate Motor Vehicle Budgets ?

EPA must make a final adequacy determination by May 31, 2000. The attainment demonstration must accomplish the following to be determined adequate:

7.1 Include all the current Federally promulgated mobile source control measures.

Table 2 shows which measures are in the present submission and which have not been included in the SIP submission and the MVEBs for 2005. National Low Emission Vehicle (NLEV) program and Heavy Duty Diesel Vehicle (HDV) 2 gm standard program must be reflected in the 2005 MVEBs.

7.2 Tier 2 Requirements

Because an emission reduction shortfall is currently projected, the area must include reductions expected from Tier 2 tailpipe and low sulfur-in-fuel standards in the new attainment demonstration before final approval by EPA.

8.0 Conclusions

The current MVEBs are not adequate. They are not consistent with and don't support the attainment demonstration. The new MVEBs that need to be developed for the attainment year, 2005, must contain the additional mobile source control measures identified in Table 2.

TABLE 1 - PHILADELPHIA MVEB ADEQUACY REVIEW-PA PORTION

Transportation Conformity Rule 40 CFR Part 93, § 93.118	Review Criteria	Was the Criterion Satisfied? If "Yes" How was this Criteria Satisfied? (Reference SIP Document/Comments if required)
Sec. 93.118(e)(4)(i)	Was the submitted attainment demonstration endorsed by the Governor (or his or her designee) and subject to a State public hearing?	Yes. The submitted attainment demonstration was endorsed by the Governor (or his or her designee) and a public hearing was held.
Sec. 93.118(e)(4)(ii)	Before the attainment demonstration was submitted to EPA, did consultation among federal, State and local agencies occur; was full implementation plan documentation provided to EPA, and was EPA's stated concerns, if any, addressed?	Yes. Consultation has occurred between all required federal, state and local agencies.
Sec. 93.118(e)(4)(iii)	Was the motor vehicle emissions budget(s) clearly identified and precisely quantified?	Yes.
Sec. 93.118(e)(4)(iv)	Is the motor vehicle emissions budget(s), when considered together with all other emission reductions, consistent with applicable requirements for attainment demonstrations?	No. See section 6.2

Transportation Conformity Rule 40 CFR 93.118	Review Criteria	Was the Criterion Satisfied? If "Yes" How was this Criteria Satisfied? (Reference SIP Document/Comments if required)
Sec. 93.118(e)(4)(v)	Is the motor vehicle emissions budget(s) consistent with and clearly related to the emissions inventory and the control measures in the submitted attainment demonstration?	Yes.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted attainment demonstrations: explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).	Not Applicable. There was no previous submission of the attainment SIP.
Sec. 93.118(e)(5)	Did they provide and we review public comments and the State's responses to those comments with the submitted control strategy SIP?	Yes

TABLE 2 - STATE AND FEDERAL ON-ROAD MOBILE SOURCE CONTROL MEASURES

Control measures projected to be in place in 2005	Control measures that Pennsylvania used in establishing its motor vehicle emissions budgets in the attainment SIP
Tier 1 FMVCP, (Federal)	Tier 1 FMVCP
High enhanced I/M (State Adopted)	High enhanced I/M
Phase II RFG (State Opt-in)	Phase II RFG
National Low Emissions Vehicles (NLEV) (State)	<i>not factored into budget</i>
On-board vapor recovery (Federal)	On-board vapor recovery
Stage II Vapor Recovery	Stage II Vapor Recovery
Heavy-duty Diesel Vehicle (HDV) 2 gm std	<i>not factored into budget</i>

concurrently announcing that the Rate of Progress (ROP) motor vehicle emission budgets contained in this same State Implementation Plan submittal are adequate for transportation conformity purposes. As a result of our finding, the attainment budgets contained in the submitted Phase II Ozone Attainment and Maintenance Plan may not be used for future conformity determinations, but the ROP motor vehicle emission budgets contained in the same submittal may be used for future conformity determinations in the Southeastern Pennsylvania area.

DATES: These ROP budgets are effective on December 1, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document wherever "we," "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for nitrogen oxides (NO_x). The word SIP in this document refers to the Phase II State Implementation Plan submitted to demonstrate ROP and to demonstrate attainment and maintenance of the 1-hour National Ambient Air Quality Standard for ozone in the Pennsylvania portion of the Philadelphia-Wilmington-Trenton ozone nonattainment area.

On April 30, 1998, the Pennsylvania Department of Environmental Protection (PADEP) submitted its State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II. The SIP contained mobile source vehicle emissions budgets both for ROP and for attainment. Based upon its review, EPA is finding the motor vehicle emission budgets in the attainment plan portion of the submittal not adequate for the purposes of transportation conformity. The attainment motor vehicle emission budgets, when considered together with all other emission reductions, were not consistent with applicable requirements for attainment as required in 40 CFR part 93, § 93.118(e)(4)(iv) of the conformity rule. We are concurrently finding the motor vehicle emission budgets in the 1999, 2002, and 2005 ROP plan adequate since they met the review criteria in 40 CFR part 93, section 93.118(e)(4)(i) through (e)(4)(vi) of the conformity rule.

On March 2, 1999, the D.C Circuit Court ruled that motor vehicle emission

budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budgets found in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II. The comment period closed on August 31, 1999. We received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999 EPA Region III sent a letter to the PADEP stating that the attainment motor vehicle emissions budgets found in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II are not adequate for transportation conformity purposes. We also indicated that we were finding the ROP motor vehicle emission budgets found in the SIP adequate for transportation conformity purposes. The essential information in this document will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of Submissions for Conformity").

Transportation conformity is required by section 176 (c) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to SIPs and establishes the criteria and procedures for determining whether or not they do so. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118 (e) (4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved.

We have described our process for determining the adequacy of submitted SIP budgets in guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision". We have

followed this guidance in making this adequacy determination for the budgets contained in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II submitted on April 30, 1998 by PADEP. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in "For Further Information Contact" section of this document.

Authority: 42 U.S.C. 7401-7671q.

Dated: November 4, 1999.

W. Michael McCabe,
Regional Administrator, Region III.
[FR Doc. 99-29890 Filed 11-15-99; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-6]

Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: Lancaster Area Request for Redesignation as Attainment for Ozone—Maintenance Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this document EPA is announcing that the motor vehicle emissions budgets (hereafter referred to as "budgets") contained in the maintenance plan submitted with the Lancaster Area Request for Redesignation as Attainment for Ozone for the Lancaster, Pennsylvania ozone nonattainment area are not adequate for transportation conformity purposes. As a result of our finding, the budgets from the submitted maintenance plan revision cannot be used for future conformity determinations in the Lancaster ozone nonattainment area.

DATES: This document is effective November 16, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document wherever "we," "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for

EPA's conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP's motor vehicle emission budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review, and it also should not be used to prejudge EPA's ultimate approval of the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

We've described our process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999 memo titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision"). We followed this guidance in making our adequacy determination.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: October 25, 1999.

William J. Muszynski,

Acting Regional Administrator, Region 2.

[FR Doc. 99-29767 Filed 11-15-99; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-8]

Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this document EPA is announcing that the motor vehicle emissions budgets (hereafter referred to as "budgets") contained the State Implementation Plan (SIP) for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area by the Pennsylvania Department of Environmental Protection are not adequate for transportation conformity purposes. As a result of our finding, the budgets from this submitted SIP cannot be used for future conformity

determinations in the Pittsburgh-Beaver Valley ozone nonattainment area.

DATES: This document is effective November 16, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Budney, U.S. EPA, Region III, 1650 Arch Street, Philadelphia, PA. 19103 at (215) 814-2184 or by e-mail at: budney.larry@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document wherever "we", "us," or "our" are used we mean EPA. The word "budgets" refers to the mobile source emission budget for volatile organic compounds (VOCs) and the mobile source emissions budget for nitrogen oxides (NO_x). The word SIP in this document refers to the submittal made by PADEP to satisfy the requirements for demonstrating attainment.

On December 31, 1997, PADEP submitted the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. This SIP did not contain clearly identified and precisely quantified motor vehicle emission budgets for NO_x and VOCs. On March 2, 1999, the D.C. Circuit Court ruled that budgets contained in submitted SIPs cannot be used for conformity determinations until EPA has affirmatively found them adequate. In accordance with that ruling, on August 2, 1999, we posted a notice on our web site at: <http://www.epa.gov/oms/traq> stating that we were taking comments on the adequacy of motor vehicle emissions budget found in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. The comment period closed on August 31, 1999, and we received no comments.

Today's document is simply an announcement of a finding that we have already made. On October 26, 1999, EPA Region III sent a letter to PADEP stating that the motor vehicle emissions budgets found in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area are not adequate. The essential information in this document will also be posted on EPA's conformity website: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button, then look for "Adequacy Review of Submissions for Conformity").

Transportation conformity is required by section 176 (d) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to SIPs and establishes the criteria and procedures for determining whether or not they do so. Conformity to a SIP means that transportation activities will not

produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP's budgets are adequate for conformity purposes are outlined in 40 CFR 93.118 (e) (4). Please note that an adequacy review is separate from EPA's completeness review, and EPA's review to determine if the SIP is approvable. Even if we find a budget adequate, the SIP could later be disapproved.

We have described our process for determining the adequacy of submitted SIP budgets in a guidance memorandum dated May 14, 1999 and titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision." We have followed this guidance in making this adequacy determination for the budgets contained in the State Implementation Plan for Ozone for the Pittsburgh-Beaver Valley Nonattainment Area. You may obtain a copy of this guidance from EPA's conformity web site: <http://www.epa.gov/oms/traq> (once there, click on the "Conformity" button) or by calling the contact name listed in **FOR FURTHER INFORMATION CONTACT** section of this document.

Authority: 42 U.S.C. 7401-7671q.

Dated: November 4, 1999.

W. Michael McCabe,

Regional Administrator, Region III.

[FR Doc. 99-29888 Filed 11-15-99; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-6475-3]

Adequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes: State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone—Southeastern Pennsylvania

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this document EPA is announcing that the attainment motor vehicle emissions budgets (hereafter referred to as "budgets") contained in the State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy—Phase II for Southeastern Pennsylvania are not adequate for transportation conformity purposes. We are



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

OCT 26 1999

Mr. James Salvaggio, Director
Bureau of Air Quality Control
Pennsylvania Department of Environmental Protection
Rachel Carson State Office Building 12th Floor
P.O. Box 2063
Harrisburg, PA 17105-2063

Dear Mr Salvaggio:

A handwritten signature, likely of James Salvaggio, is written over the "Dear Mr Salvaggio:" line. The signature is in cursive and appears to be "Jm".

On March 2, 1999, the United States Court of Appeals for the District of Columbia Circuit issued its opinion in Environmental Defense Fund (EDF) v. Environmental Protection Agency (EPA), No. 97-1637, that the EPA must make an affirmative determination that the submitted motor vehicle emission budgets contained in State Implementation Plans (SIPs) will not cause or increase violations or delay attainment of the National Ambient Air Quality Standards. This adequacy determination must be made before they are used to test the conformity of Transportation Improvement Programs (TIPs) or Long Range Transportation Plans. In addition, EPA agreed to make these submitted budgets available for public comment and respond to those comments when announcing our determination of their adequacy.

On April 30, 1998, EPA received the "Proposed State Implementation Plan for the Attainment and Maintenance of the NAAQS for Ozone Meeting the Requirements of the Alternative Ozone Attainment Demonstration Policy - Phase II Ozone SIP Submittal" SIP. On August 2, 1999, the availability of the SIP and the motor vehicle emission budgets was posted on EPA's WEB site for the purpose of soliciting public comment. The comment period closed on August 31, 1999 and no comments were received.

We have reviewed the motor vehicle budgets for the Philadelphia area in accordance with the procedures and criteria for review in the following sections of the Conformity Rule: 40CFR Part 93, Sections §93.118(e)(4)(I) through (e)(4)(vi). The results of this review are detailed in Tables 1 and 2. Based on its review, EPA is finding the budgets in the attainment plan inadequate. However, we are concurrently finding the budgets in the 1999, 2002, and 2005 Rate of Progress (ROP) Plan adequate. The attainment budgets, when considered together with all other emission reductions, must be consistent with applicable requirements for attainment as required in 40CFR Part 93, Section §93.118(e)(4)(iv). We know that you have been preparing and will soon officially submit new attainment motor vehicle emission budgets. As required in EPA's agreement with EDF, we will be posting our determination on EPA's WEB site and we will also announce our determination in the Federal Register. That announcement should be made in the next couple of weeks. As per our agreement with EDF, the ROP budgets will become effective 15 days after the Federal Register announcement.

If you or your staff have any questions please feel free to Robert Kramer, Chief, Energy, Radiation and Indoor Environment Branch at (215) 814-2704, or Larry Budney at (215)-814-2184.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Katz', written over the printed name.

Judith M. Katz, Director
Air Protection Division

cc: Bradley L. Mallory, Secretary, PENNDOT
Ronald W. Carmichael, Division Administrator, FHWA

TABLE 1
ADEQUACY OF ATTAINMENT MOTOR VEHICLE EMISSION BUDGETS

Transportation Conformity Rule 40 CFR Part 93, § 93.118	Review Criteria	Was the Criterion Satisfied? If "Yes" How was this Criteria Satisfied? (Reference SIP Document/Comments if required)
Sec. 93.118(e)(4)(i)	Was the submitted attainment demonstration endorsed by the Governor (or his or her designee) and subject to a State public hearing?	Yes. The submitted attainment demonstration was endorsed by the Governor (or his or her designee) and a public hearing was held.
Sec. 93.118(e)(4)(ii)	Before the attainment demonstration was submitted to EPA, did consultation among federal, State and local agencies occur; was full implementation plan documentation provided to EPA, and was EPA's stated concerns, if any, addressed?	Yes. Consultation has occurred between all required federal, state and local agencies.
Sec. 93.118(e)(4)(iii)	Was the motor vehicle emissions budget(s) clearly identified and precisely quantified?	Yes.
Sec. 93.118(e)(4)(iv)	Is the motor vehicle emissions budget(s), when considered together with all other emission reductions, consistent with applicable requirements for attainment demonstrations?	No. The SIP revision does not provide sufficient emission reductions to demonstrate attainment. National Low Emissions Vehicles (NLEV) and Heavy-Duty Diesel Vehicle (HDV) controls need to be reflected in budgets
Sec. 93.118(e)(4)(v)	Is the motor vehicle emissions budget(s) consistent with and clearly related to the emissions inventory and the control measures in the submitted attainment demonstration?	Yes.

TABLE 2
ADEQUACY OF RATE OF PROGRESS (ROP) MOTOR VEHICLE EMISSION BUDGETS

Transportation Conformity Rule 40 CFR Part 93, § 93.118	Review Criteria	Was the Criterion Satisfied? If "Yes" How was this Criteria Satisfied? (Reference SIP Document/Comments if required)
Sec. 93.118(e)(4)(i)	Was the submitted control strategy implementation plan endorsed by the Governor (or his or her designee) and subject to a State public hearing?	Yes. The submitted control strategy implementation plan was endorsed by the Governor (or his or her designee) and a public hearing was held.
Sec. 93.118(e)(4)(ii)	Before the control strategy implementation plan was submitted to EPA, did consultation among federal, State and local agencies occur; was full implementation plan documentation provided to EPA, and was EPA's stated concerns, if any, addressed?	Yes. Consultation has occurred between all required federal, state and local agencies.
Sec. 93.118(e)(4)(iii)	Were the motor vehicle emissions budgets clearly identified and precisely quantified?	Yes.
Sec. 93.118(e)(4)(iv)	Is the motor vehicle emissions budget(s), when considered together with all other emission reductions, consistent with applicable requirements for the control strategy implementation plan ?	Yes.
Sec. 93.118(e)(4)(v)	Is the motor vehicle emissions budget(s) consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan?	Yes.

If you or your staff have any questions please feel free to Robert Kramer, Chief, Energy, Radiation and Indoor Environment Branch at (215) 814-2704, or Larry Budney at (215)-814-2184.

Sincerely,

Judith M. Katz, Director
Air Protection Division

cc: Bradley L. Mallory, Secretary, PENNDOT
Ronald W. Carmichael, Division Administrator, FHWA

CONCURRENCES							
SYMBOL	▶	AP23	AP23				
SURNAME	▶	Budney <i>JB</i>	Kramer <i>RK</i>				
DATE	▶	10/20/49	8/16/26				